

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY ROUTE MATTERS
Route Adoption
Resolution HRA 02-06
10-AMA-49 KP 11.0/R17.7 (PM 6.9/R11.0)

CTC Meeting: August 22, 2002

Prepared by:
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Reference No.: 2.3a

Original Signed By

ROBERT L. GARCIA
Chief Financial Officer
August 1, 2002

ADOPTION OF LOCATION FOR STATE HIGHWAY
AS A CONTROLLED ACCESS HIGHWAY

Recommendation

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 02-06 and a route location map for the State Highway Route 49. The Department of Transportation recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts a 7.7 kilometer (4.1 mile) location for State Highway Route 49 from 0.2 kilometer (0.1 miles) south of the junction with State Route 104 to 0.3 kilometers (0.2 miles) south of Rancheria Creek Bridge as a controlled access highway.

A Project Report was approved April 17, 2002. The Finding of No Significant Impact, Final Environmental Impact Report and Section 4(f) Evaluation were approved on April 5, 2002.

Recommended by: _____
BRENT FELKER
Chief Engineer

Background

Existing State Highway Route 49 is constructed as a conventional highway from its junction with State Highway Route 88 on the south to the junction with State Highway Route 16 on the north, providing inter-regional connectivity for the communities of Martell, Sutter Creek, Amador City and Drytown. State Highway Route 49 is the primary north-south highway along the western foothills of the Sierra Nevada. It is part of the National Highway System, is considered a Minor Arterial, and is included in the Streets and Highways Code as a part of the freeway and expressway system. On August 20, 1969, the California Highway Commission (CHC) adopted an alignment for Route 49 as a controlled access highway in this area, much of which has remained unconstructed.

State Highway Route 49 between Route 104 (Ridge Road) and Rancheria Creek Bridge is typically on an engineered alignment, but does not meet current standards for design speed and roadbed width in some locations. This is particularly true through the business districts of both Sutter Creek and Amador City where historical buildings are built close to or on the edge of the already narrow right of way, precluding any widening of existing Route 49 in these areas. Truck traffic constitutes 8% of the average daily traffic, contributing to an existing Level of Service between D and E for the City of Sutter Creek, where it is expected to deteriorate to Level F by 2007. Due to the mountainous terrain and non-standard features, No-Passing zones make up approximately 83% of the existing highway within the project limits.

As early as the late 1950's the Department determined that the existing State Highway was inadequate to serve the needs of local, regional and inter-regional traffic. A bypass was proposed and over the next forty five years, various proposals were put forth for comment, revised and reviewed and revised again. As a part of this process, in 1969, the CHC approved a Route Adoption for the Controlled Access Highway location, and Right of Way acquisition was pursued. During the 1980's and 1990's the project was stalled several times due to a lack of funding. At the request of the local agencies, the project was revisited until an alignment and design acceptable to the both public and the Department was reached. This new alignment will replace the unconstructed portion of the 1969 adopted route. The adoption of this new alignment is expected to solve traffic safety and operations problems along the facility. This adoption will also result in lands purchased as a protection for the previously adopted route becoming excess lands. The Department has determined that it is appropriate to credit net proceeds from the sale of these excess parcels, funds which are in excess of the costs incurred by the State in the process of disposal, to the pooled county share of Alpine, Amador and Calaveras Counties, to be reflected in the next STIP cycle. The net proceeds from the sale of this excess land is not expected to exceed \$3 million.

Proposal

It is proposed to construct 6.4 kilometers (4 miles) of controlled access highway on new alignment from the junction of State Highway 104 to 0.3 kilometers (0.2 miles) south of Rancheria Creek Bridge north of Amador City. The controlled access highway will address the existing and projected traffic needs of State Highway Route 49. It is also proposed to credit net proceeds from the sale of those lands made excess by this route adoption, as detailed in the resolution by parcel number, to the pooled county share of Alpine, Amador, and Calaveras Counties, in accordance with the MOU between the three counties.

Coordination

A Project Report was approved April 17, 2002. The Finding of No Significant Impact, Final Environmental Impact Report and Section 4(f) Evaluation were approved on April 5, 2002.

A Fact sheet for Exception to Mandatory Design Standards has been approved for a non-standard grade between Tonzi Road and Amador Creek.

New Controlled Access Highway agreements between the Department and the City of Sutter Creek and between the Department and Amador County have been prepared for execution pending the approval of this resolution. Cooperative Agreements between the Department and each of the local agencies, Amador County, Sutter Creek, and Amador City, have been executed detailing the relinquishment of the existing route to those entities in a state of good repair.

Conclusion

The proposed route adoption for this segment of State Highway Route 49 is needed to improve safety and operational deficiencies in City Sutter Creek and Amador City. For this reason the adoption of the proposed highway is in the best interest of the public.

CALIFORNIA TRANSPORTATION COMMISSION
Resolution Adopting A Controlled Access Highway Location
10-AMA-49 KP-11.0/R17.7 (PM 6.9/R11.0)

Resolution HRA 02-06

WHEREAS, the Department of Transportation, with input for the project from the City of Sutter Creek, Amador City, and Amador County, has completed studies and approved of the public hearing process relative to the adopted location for State Highway Route 49, in Amador County, from 0.2 kilometer (0.1 miles) south of the Junction at State Highway 104 to 0.3 kilometer (0.2 mile) south of the Rancheria Creek Bridge; and

WHEREAS, the Department of Transportation has completed a Finding of No Significant Impact, Final Environmental Impact Report and Section 4(f) Evaluation; and,

WHEREAS, the project will not have a significant effect on the environment; and

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Highway Route 49, Kilometer Post 11.0 (Postmile 6.9) to Kilometer Post R17.7 (Postmile R11.0), in the City of Sutter Creek and in Amador County and officially designated as 10-Ama-49, as said location is shown on the map submitted on August 1, 2002 by Karla Sutliff, Chief, Division of Design; and

BE IT ALSO RESOLVED that the excess parcels identified as: 93-002462, 93-002463, 93-002305, 93-002304 and 94-008918 which were previously purchased as a protection action for the prior alignment of this project, shall be appraised and disposed of by the Department of Transportation. After all the costs incurred by the State in the process of disposition of these parcels have been deducted, the net proceeds will be credited to the pooled county share of Alpine, Amador and Calaveras Counties, in accordance with the MOU between the three counties, to be reflected in the next STIP cycle. The net proceeds from the sale of this excess property is expected not to exceed \$3 million.

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.